

Gazette of the United States, AND Philadelphia Daily Advertiser.

By JOHN FENNO, N^o 119 Chestnut Street.

NUMBER 1496.]

PHILADELPHIA: SATURDAY EVENING, JUNE 24, 1797.

[VOLUME XI.]

For Sale,
The fine and remarkably fast sailing Schooner
Virginia and Philadelphia
Packet,
Burthen about 100 tons. For terms apply to
Rofs & Simson.
June 12. dtf

For St. Thomas,
THE SHIP
Ann and Mary,
Captain BILLS;
WILL sail in ten days. For
freight or passage apply to
F. COPPINGER.
No. 221, South Front street.
June 9. dtf

For Sale,
The cargo of the *Enterprise*, Captain
Langdon from Bourdeaux, now landing at
Morton's wharf,
CONSISTING OF
524 hhds. of Claret
217 casks of ditto
100 casks of Sweet Oil
110 pipes London proof
10 pipes of Holland proof
Apply to
Wharton & Lewis,
No. 115, South Front St.
Said Brig,
WILL take a FREIGHT for
the West-Indies or Europe, sails
fast, burthen about fifteen hun-
dred barrels, is in complete or-
der, and will be ready to receive a cargo in a
few days
Apply as above.
May 24. \$

For Wilmington, North Carolina,
The Ship
Warren,
BENJAMIN CHURCH, Master,
WILL sail the 26th inst. For
freight or passage apply to the Captain on
board, or to
Jesse & Robert Wain.
June 22. \$tab

For Freight or Charter,
THE
Brig Fame,
FRANCIS KNOX, Master.
A strong, excellent vessel, has been just finished and
ready to receive a cargo. She will carry 2,000 bar-
rels, has a good accommodations for passengers.
Apply to
Capt. Knox, or to
Kearny Wharton.
June 6. 6p

HAY.
A Quantity of excellent Old and New Hay to
be had at Peel Hall Farm on the Wissahickon
Road, about 2 miles from the City.
Also, A QUANTITY OF BUILDING STONE.
June 8. \$6t

FASHION AND CHEAPNESS.
INTELLIGENCE TO THE LADIES.
JUST received from LONDON, two trunks of ele-
gant BRUNSWICK KID Ladies' Shoes, of the
most fashionable pattern and shape now worn in
that city, and will be sold off immediately in small
quantities, at first cost, for cash, at Mrs. ENEEFER'S,
No. 105 Walnut street, between Third and Fourth
streets.
* * * The above was purchased of Mr. Fox, in
Piccadilly, who manufactures for most of the nobility,
and will be warranted good.
June 8. \$3t

John Miller, jun. & Co
Have received per the India, Ashmead, from
Calcutta,
A well assorted small Invoice of
Gurrahs
Baltas
Coffees
Calicoes
Bengal Stripes
Laid in remarkably low, which they will sell for
cash or short credit on very advantageous terms.
June 5. dtwfr14th

George Dobson,
No. 25 South Third-Street,
HAS imported per ships William Penn, Starr,
and Diana, from London,
5-4 Super London Chints, elegant patterns,
Ginghams, Mullinets and Dimity's.
Fashioable Waistcoats, newest patterns.
Ribbands well assorted, in small trunks.
4-4 5-4 and 6-4 India and British Book-mul-
lins.
Fancy Cloaths and Cassimers.
The whole to be disposed of cheap for Cash
or approved Notes of a short date.
June 14, 1797. dtf.

PUBLIC NOTICE
IS hereby given to those persons, holding notes
of the subscriber, that he will renew the
same, payable in six years, with legal interest
from the date hereof; and that notes will be
given as above to all, who may have open ac-
counts legally authenticated.
TIMOTHY MOUNTFORD.
No. 294, S. Second Street.
Philadelphia, June 10, 1797.

Millinery Room,
No. 136 Market-street.
MISS CHRYSTAL
TAKES an early opportunity of acquainting
her Friends that she has received by the
WILLIAM PENN, a variety of NEW MIL-
LINERY, &c. which she hopes to be able to
show them in a few days.
May 18. 6:00t

Just Received,
From Batavia (via Providence)
170 Sacks of Java Coffee of first quality
200 half sacks do. do.
A few Boxes of Spices, consisting of
Nutmegs, Cloves and Mace
For sale by
WILLINGS & FRANCIS,
Pennel-street.
May 30. dtf

A Quantity of Brandy,
FIRST & 2d proof,
Gin, of 4th proof, in pipes
Jamaica Spirits, 4th proof, in Hhds
Old Hock, in casks of 40 dozen each
Glas Tumbler, in pints and half-pints
Window Glafs, in boxes, of different sizes
Hazlenuts, in sacks
Whiting
Copperas
White Lead
& Spanish Brown
in Hhds
For Sale by
PETER BLIGHT.
January 4. 6t

Rofs & Simson,
Have for Sale,
A QUANTITY OF PRIME
St. Domingo Cotton,
Superior Old Lisbon Wine in Pipes
Excellent India Market
Teneriffe Wine,
In Madeira Casks
A few Quarter Chests best
Fresh Hylon and TEAS
Hylon Skin
Mustovado Sugars in Hogheads, and
Coffee in Tierces
March 7. 11t

C. E. Whitlock,
DENTIST,
RESPECTFULLY informs the Ladies and Gen-
tlemen of Philadelphia and its vicinity, that he
continues to perform all operations on the Teeth; sup-
plies the deficiencies of nature with artificial or nat-
ural teeth, in all the various modes of fixing—Cleans,
files, regulates, extracts, and fills decayed teeth with
gold or lead. &c. &c. He waits upon Ladies and
Gentlemen at their houses, and will be happy to re-
ceive their commands by note, at Mrs. FISCH'S, No.
68 North Eighth Street, or at his house, next to the
Black Horse Tavern, on the Frankford road.
Dollars.
Scaling and cleaning
Artificial teeth, with enamel, 5
Do. in gold sockets or ferrets, 5
Natural teeth with ligatures, 7
Do. on gold or ivory sockets, or gold ferrets 10
Filing and cutting away decay—each decay 1
Filling with gold 1
Do. with lead 1
Extracting (to the families who employ him
as dentist) 1
Do. where not employed 2
Tooth powder of his own preparing 25 cents.
Brushes, best London manufacture
Regulating, &c. according to the operation.
* * * C. E. WHITLOCK will tell the time of a Negro
Man—he is honest and sober, and has about 5 years
and a half to serve. Enquire as above.
June 15. \$3tht

Printed Calicoes.
JOHN MILLER, Jun. & Co.
No. 3 Chestnut-Street,
Have for Sale
FIFTY TRUNKS neatly assorted, very low on
short credit.
March 6. \$

To be Sold,
A large and convenient
Three Story Brick House;
SITUATE at the north-east corner of Arch and
Fourth-streets. It contains eighteen rooms—
and is in every respect well finished. For particu-
lars enquire of
M. Keppele,
No. 138, Chestnut-street.
May 31. \$

Erkine's View of the War.
JUST PUBLISHED,
By ROBERT CAMPBELL & Co.
No. 40 South Second Street,
[Price 31 Cents]
A View of the Causes and Consequences
of the present War with France.
By the Honorable THOMAS ERKINE.
May 15. \$

WALKER & KENNEDY,
No. 73, SOUTH FRONT STREET,
Have for Sale,
Virginia Tobacco, of the Richmond inspec-
tion
350 bbls. Virginia Flour and Middlings
500 bushels Wheat
5 casks Ginsang.
ALSO,
Three cases Rouens Linens, entitled to the
drawback
200 pieces Bandannoes, and
100 cadies India Sewing Silk.
June 15. thw3t

Grattan and Comp.
Respectfully inform their friends, that they have
imported from London per the ship Star, a
large assortment of
PERFUMERY.
Which is now opened for sale at their House, No.
192 Market-street.
Also, a new assortment of ready-made gen-
tlemen's linen, shirts from 2 dollars each to 8 dollars,
&c. &c. &c.
Ladies and gentlemen are accommodated with
board and lodging at ten Dollars each.
Those Gentlemen who have their own private
lodgings, may be accommodated with dinner only,
by the week or month.
June 5. 6t

To be sold,
The time of a stout hearty young NEGRO MAN,
who has upwards of four years to serve. Enquire
at No. 25, Dock-street.
June 13. dtw

WINDOW GLASS,
Of Superior Quality, and cheaper than any other in
the City—
OF VARIOUS SIZES,
From 8 by 6 to 19 by 14,
By the single Box or Quantity, may be had at the
Store of the Subscribers, corner of Arch and Front-
street.
James C. & Samuel W. Fisher.
Philadelphia, June 9, 1797. \$1wmwif

For sale,
A pair of very handsome
Bay Horses,
Near sixteen hands high; well broke, and per-
fectly gentle. Enquire at Mr. Kelson's stables,
Church-alley.
Also, for Sale,
A Chariot and plated Harness.
June 13. dtcp

PIANO FORTE.
LONGMAN & BRODERIP.
ROYAL patent Piano Forte with a green
board, an excellent toned instrument. For
sale at Mr. Salters, No. 35, S. Fourth Street.
June 10. dtw.

A New Work.
PROPOSALS
For printing and publishing, by subscription, The
History of Pennsylvania,
IN North-America, from the original institution and
settlement of that province, under the first prop-
rietor and governor, WILLIAM PENN, in 1681, 'till
after the year 1740; with
AN INTRODUCTION.
Respecting the Life of W. PENN,
Prior to the grant of that Province, and the reli-
gious Society of the people called Quakers; with the
FIRST RISE of the NEIGHBORING COLONIES,
more particularly of WEST-NEW-JERSEY, and the
settlement of the DUTCH and SWEDS, on DELA-
WARE.
To which is added,
A BRIEF DESCRIPTION OF THE SAID PRO-
VINCE.
And of the general state, in which it flourished,
principally between the years 1760 and 1770. The
whole including a variety of things, useful and in-
teresting to be known, respecting that country in early
times, &c. With an appendix.
Written principally between the years 1776 and 1780,
By ROBERT PROUD.

"Fukhim est benefactor reipublice, etiam benedictus
hauri mercedem est, vel pace vel bello clarum fieri debet."
—Sal. Cerialis.
"Sed cum plerique arbitrentur res publicas majores esse
quam urbes, minuerunt hanc opinionem."
—Cic. Off.
(Entered according to law.)
"WILLIAM PENN, the great legislator of the
Quakers, (in Pennsylvania) had the success of a con-
queror, in establishing and defending his colony, a-
mong savage tribes, without ever drawing the sword;
the goodness of the most benevolent rulers, in treat-
ing his subjects as his own children; and the tenderness
of an universal father, who opened his arms to
all mankind, without distinction of sect or party. In
his Republic it was not his religious creed, but per-
sonal merit, that entitled every member of society to
the protection and emolument of the State."
Essay on Toleracion, by Arthur O'Leary.
CONDITIONS.
I. This work will be printed in two octavo vol-
umes, neatly bound and lettered, both in sheep and
calf, for the choice of the subscribers; on paper sim-
ilar to that of the conditions, as published in the Subscrip-
tion papers.
II. The head of William Penn, handsomely en-
graved, will be prefixed to the first, and a map or
sketch of Pennsylvania, and the parts adjacent, to the
second volume.
III. The price to subscribers will be four dollars
and an half in sheep, and five dollars in calf—one
dollar to be paid at the time of subscribing, two dol-
lars on the delivery of the first volume, and the re-
mainder on the delivery of the second.
IV. When one thousand copies are subscribed
for, the work will be put to press and finished with
all convenient expedition.
Subscriptions will be received by Zachariah Poul-
son, jun. Printer, No. 80, Chestnut-street, and at the
Philadelphia Library in Fifth-street, by Isaac Collins,
Printer, and Joseph Paines, Merchant, New-
York; by John P. Clearland and George W. Field,
Merchants, Baltimore; and by other persons both
in town and country.
February 18. tw&f

Advertisement.
PURSUANT to an Order from the Orphan's Court,
will absolutely be sold at PUBLIC SALE, at
Cranberry, on Wednesday, the 23d day of August next, at
11 o'clock, A. M., all that valuable REAL ESTATE,
late belonging to the Rev. Gilbert T. Snowden, deceased,
lying in and near Cranberry, in the county of Middlesex,
township of South Brunswick, late of New Jersey, up-
on the lower stage road leading from Philadelphia to New
York. A very elegant framehouse in a beautiful and
healthy situation, painted white, with Venetian window
shutters, thirty feet front and thirty eight feet deep, two
rooms with a handsome hall or entry on the first floor,
three rooms on the second floor and two well-finished gar-
rets. In the rear of the house is an excellent two-story
building 37 feet by 19, consisting of a dining-room, fire-
work place, spacious pantry and a large kitchen, with
every convenience, and over these are three chambers for
servants. To the right is an additional building 18 feet
front by 19 feet deep, consisting of a chamber below and a
library above—the whole are very fine cellars paved
with brick and conveniently partitioned. The house is en-
tirely new, built in a modern style, and completely and
elegantly finished. Every room is hung with bells that
lead into the kitchen and the servants' apartments: there
is a pump of good water in the yard, and a stone and
brick pavement round the whole house, which is enfold-
ed with a handsome railing, with three gates in front.
The farm consists of one hundred and sixty seven acres
with a proportion of woodland and meadow, under excel-
lent fence; a garden with pale fence; a large barn, sta-
ble, carriage-house, cow-house, &c. all new, and built
in the best manner: with two Orchards, one of 60 full
grown trees, the other in young and thriving, consisting
of 200 high grafted fruit trees.
Nearly adjoining said farm is a lot of Woodland,
of the best quality, containing 37 acres. Also a tract of
land within seven miles of Cranberry, and 1 of the Crofs
roads, containing one hundred and fifty acres, three-fourths
meadow and the rest excellent timber.
This Tract will be sold in lots on Thursday, the 24th
day of August following, at 11 o'clock, A. M., on the
premises if the weather permits, if not at the house of
Mr. Witherill, Crofs Roads.
For further particulars enquire of Nathaniel Hunt, Esq.,
Cranberry, of Mr. Isaac Snowden, jun. No. 121 South
Second Street, Philadelphia, or of Mr. Charles Snowden
Tombes Crofs-Roads, New York, or of the Subscribers.
JACOB FISHER, Printer, {Administrators
N. B. The sale of the above property was advertised
for the 14th inst. but the Administrators were not able to
get the two separate Tracts laid out into Lots, and other
matters arranged, on account of the indigpotion of one of
them, it was therefore adjourned to the days above men-
tioned. \$6tmwif June 19.

Great Philological & Mechanical
Experiments,
To be executed on every Monday, Wednesday,
and Friday, at eight o'clock in the Evening, at Mr.
McDougalls Dancing Room in fourth street, be-
tween Chestnut and Walnut streets.
The force of Hercules is surpassed by artificial
Men.
The perfection of natural philology by an arti-
ficial Lady.
This adroit and graceful Lady, will commence
her philological experiments by firing the cannon of
Volta.
She will melt metal by her fiery breath after-
wards direct the electric fire on a small House, and
delectify it.
She will blow out of her mouth flames of fire
representing flaming bars, and finally conclude
the experiment by surprising feats, by a single
pistol shot, she will kill a bird perching in front of
the theatre.
June 19. 6cd*3t.

The Commissioners
FOR carrying into effect the TWENTY-FIRST
Article of the Treaty of Friendship, Limits,
and Navigation, between His Catholic Majesty
and the United States of America, hereby give in-
formation to all Persons therein concerned, That,
in order to terminate all differences, on account of
the losses sustained by the Citizens of the United
States, in consequence of their Vessels and Car-
goes having been taken by the Subjects of His Cath-
olic Majesty, during the late War between Spain
and France, that they are ready to receive (at their
Office, between the hours of ten and one o'clock,
daily) all complaints and applications, authorized
by the said Article, during EIGHTEEN MONTHS,
from the day of the date hereof, and that they have
power to examine all such persons as come before
them, on oath or affirmation, touching the com-
plaints in question, and also to receive in evidence,
all written testimony, authenticated in such man-
ner as they shall think proper to require or admit.

By Order of the Commissioners,
PETER LOHRA,
Secretary.
Commissioners Office, No. 109, Mulberry-
street, Philadelphia, May 17th, 1797.
20-64w

COLUMBIA HOUSE
Boarding School for young Ladies.
MRS. GROOMBRIDGE with much plea-
sure and respect, returns her sincere ac-
knowledgegment for the liberal encouragement
she has received during four years residence in
Philadelphia; and assures her friends and the
public, to far from intending to decline her
school, she has made a superior arrangement for
the more convenient accommodation of her
scholars.—Every branch of useful and polite
education is particularly attended to by Mrs.
Groombridge and masters excelling in their
respective professions.
Corner of Spruce and Eleventh Streets.
June 5th, 1797. \$tmif
The situation is perfectly healthy; and made
more agreeable by an extensive garden and lot
of ground adjoining the house.

For Sale,
At the Office of the Gazette of the United
States, No. 119, Chestnut-street,
The last Report of the late Secretary
of the Treasury; being a brief history of the
state of financial concerns of the United States.
The Proceedings of the Executive
of the United States respecting the western in-
surrection: Containing many facts and cir-
cumstances now where else to be found. 50
cents.
The Letter of Mr. Pickering to
our minister in France. 37 1-2 cents.
An Account of the Receipts and
Expenditures of the United States for the year
1795.
A few copies of the volume for 1794 may be
had to complete sets.
D'Ivernois' account of the Revo-
lution in Geneva. 12 1-2 cents.

Household Furniture.
NOW selling by private sale, No. 17 Dock-
street—consisting of chairs, tables, looking-
glasses, bureaus, hand and fire irons, bedsteads,
feather-beds, carpets, bedding, window curtains,
bed and table linen, kitchen furniture, &c. The
whole in good order, and has only been a few
months in use.
The sale to continue daily 'till the whole is sold.
June 2. \$

Valuable Public Document.
THIS DAY IS PUBLISHED,
And for Sale
At the Office of the Editor of the Gazette of the
United States,
No. 119 Chestnut-Street,
[PRICE ONE DOLLAR AND FIFTY CENTS]
A FEW COPIES OF THE
RECEIPTS AND EXPENDITURES
OF THE UNITED STATES,
For the Year 1795—
Being the LATEST Period to which an account
can be made up.
February 22. \$.

Maurice Moynihan,
No. 81, North Second Street,
A few doors above Arch-street,
INFORMS his friends and the public, that he has
for wholesale or retail, on the lowest terms, a
general assortment of Queen's Ware, gilt and cut
tumblers, plain and flowered quart, pint, half pint,
gill and half gill do. exact measures, decanters and
wine glasses; gallon, half gallon, quart and pint
bowls, and china in sets and separate; pocket
bottles; Schuykill and Jersey country quart and
half gallon bottles; Dry Goods, &c. &c.
N. B. Crates put up with care at the shortest no-
tice.
May 11. dtf

The Subscriber,
Determined to retire from business, invites all
who have any note, bill, bond or acceptance
of his, now due, to call for payment; and those
who wish to anticipate may receive the money
at a reasonable discount.
JAMES SWAN.
May 22. dtw.
Dorchester, near Boston, 16th May 1797.

Nathaniel Lewis & Son,
Have for sale at their store, No. 70, adjoining
George Latimer & Son, Pine-street Wharf,
A Quantity of
Madeira Wines
In pipe and half pipes
adeira Walnuts and Citron, lately imported
in the schooner Sincerity, Capt. Copia
Also,
25 Puncheons, second and third proof, Well-
India Rum, and a few Pipes of Brandy
They have constantly on hand and for sale,
French Burr and Country Mill Stones of various
sizes, and a general assortment of Building Clubs
of the best quality, both American and Foreign ma-
nufacture. The former having proved, from fev-
eral years experience of a number of millers in
different parts of the United States at least equal,
and in many instances superior to the European
Cloths, we hope the manufacturer, Robert Daw-
son, will meet with liberal encouragement in this
important and useful undertaking. He has obtain-
ed a patent and exclusive right of making and
vending Building Clubs on his improved plan for a
number of years, and they are sold only by him-
self in Lancaster, state of Pennsylvania, and by
the subscribers in Philadelphia.
June 14. 4

Received by the Indostan,
From Madras,
A SMALL invoice consisting of the following
Coast Goods, viz.
Blue Cloths
Long Cloths, 14 punjums
Do. do. fire
Madras Handkerchiefs, and
Book Mullins
WILLING & FRANCIS.
March 27. 34w

CINCINNATI.
THE Members of this State Society are here-
by notified, that their anniversary meeting
for the purpose of electing officers of the Socie-
ty, and transacting such other business as may
come before them, will be held on the 4th day
of July next, in the State House, at 10 o'clock
in the morning. The punctual attendance of
the members is requested, as a quorum did not
attend at the last anniversary meeting.—After
the business is finished, the Society will adjourn
to O'Ellers Hotel, in order to celebrate the fortieth
day of our freedom and independence. The
dinner will be on the table at half past three
o'clock.
The members of the other States Societies of
the Cincinnati and the officers of the American
army, who may be in this city on that day, are
particularly invited to join this State Society in
commemoration of the day.
By order of the standing committee.
R. PORTER, Secretary.
June 23d, 1797.

GABRIEL DECOMBAZ,
BOOKSELLER & STATIONER,
Pays leave to inform the public that he has re-
moved his Shop to No. 32, South Third street.
AND HAS JUST PUBLISHED,
(Neatly bound and lettered, price 2 dols. 25 cts.)
The Adventures of Telemachus.
French and English, 2 vols. 12mo.
AMONG the books which daily fall into the
hands of the youth of both sexes, none
have a higher claim to their attention than Tele-
machus. The most interesting lessons are here
conveyed in the vehicle of an interesting Poem,
replete with the finest touches of the true pa-
thetic, and embellished with all the graces of a
beautiful style. The fatal effects of indulging
the passions are exemplified in the most striking
manner; and the happiness attending inno-
cence and virtue painted in the liveliest colours.
Whatever can incite to virtue or deter from
vice; whatever can enlighten the understand-
ing, charm the imagination, and improve the
heart, is to be found in this interesting work.

THE NAVAL GAZETTEER;
Being a complete Geographical Dictionary,
containing a full and accurate account, alpha-
betically arranged, of all the countries and ill-
lands in the known world; showing their lati-
tude, soundings, and stations for anchorage;
with a particular description of the several Bays,
Capas, Channels, Coves, Creeks, Currents,
Gulls, Harbours, Havens, Lakes, Oceans, Ra-
ces, Rivers, Roads, Rocks, Sands, Shoals,
Sounds, Straits, Tides, Variation of the Com-
pass &c. Together with a particular relation
of the shape and appearance at sea, of the sev-
eral Headlands, Isthmuses, Peninsulas, Points,
Promontories, and whatever is of use or im-
portance to the Master, Pilot, Commander, or
Seaman of any ship or vessel, in navigating the
watery element.

Also Comprehending
Ample Directions for sailing into or out of the
different Ports, Straits, and Harbours of the
four quarters of the world; and for avoiding
dangers on the various and extended coasts; in
which more than twelve thousand distinct names
of places, are treated of and explained. With
a correct set of Charts, 2 vols. 8vo. price 6 dols.
By the Rev. JOHN MALHAM,
This has been pronounced the most use-
ful and the cheapest book published in America.
June 21. dtf.

WILLIAM SANSOM,
HAS removed his Counting house to No. 96
Arch Street.
He has remaining on hand of the Cargo of the
Ship Pigou, from Canton,
A few Bales long Nankens
ditto short ditto
A few Chests Imperial Tea
ditto Young Hyfon ditto
Which will be sold Cheap on a liberal Credit,
in order to close the sale.
June 19. d 3t.

The Shareholders
OF the Pennsylvania Population Company,
are requested to meet at the Company's
Office, No. 53, North Fourth Street, on
Thursday the 29th instant, at 12 o'clock.
By order of the Board.
SOLOMON MARACHE, Sec'y.
June 19. dt29th.

Now Landing,
At Pratt's wharf,
FROM on board the ship Thomas Chalkley,
Capt. Raley from Bourdeaux,
CLARET in casks
Ditto in casks
White Wine Vinegar
Red Skins in boxes
For Sale by
Rundle & Leech.
May 15. \$

This Day is Published,
BY Mess. Dobson, Carey, Campbell, Rice, and the
other Bookellers,
rice One Dollar and twenty-five cents,
Elegantly printed on 4^{vo} paper, and Hel-
iographed,
By John Thompson.
A COMPARATIVE VIEW OF
The Constitutions
Of the several States with each other, and with
that of the United States: exhibiting in Tables,
the prominent features of each Constitution, and
classing together their most important provisions,
under the several heads of administration; with
Notes and Observations.
By WILLIAM SMITH,
Of South-Carolina,
L. L. D. and member of the Congress of the
United States.
Dedicated to the People of the United States.
N. B. A few Copies printed on an inferior pa-
per, at 3-4ths of a dollar.
February 6. mwf

Received by the Indostan,
From Madras,
A SMALL invoice consisting of the following
Coast Goods, viz.
Blue Cloths
Long Cloths, 14 punjums
Do. do. fire
Madras Handkerchiefs, and
Book Mullins
WILLING & FRANCIS.
March 27. 34w

To be Sold by Auction,
At the Coffee House on Thursday Evening, June 29th, at 8 o'clock, the following Lots of ground, situate on Sixth Street, opposite to the State House Garden: viz.
Lot 1. Beginning at the South East corner of George and Sixth Streets, 21 feet wide and 130 feet deep.
2. adjoining lot 1, 20 feet wide, 130 feet deep.
3. adjoining lot 2, 19 feet wide, 130 feet deep.
4. adjoining lot 3, 19 feet wide, 130 feet deep.
5. adjoining the fourth side of the logan library, 21 feet wide, 130 feet deep.
These lots are bounded on the westward by the 30 feet alley that runs from George to Walnut Street, of which alley they have the privilege.
Conditions of sale, one fourth cash, the remainder in approved notes at 4 and 6 months, with interest.
Footman & Co. Auctioneers.
June 23.

The Commissioners
FOR carrying into effect the sixth article of the treaty of amity, commerce and navigation, concluded between his Britannic Majesty and the United States of America, on the 19th day of November, 1794, having this day constituted their Board, pursuant and agreeably to the said treaty, do hereby give notice, that they are ready to proceed to business accordingly; and they desire that all claims under the said article (which so far as the said treaty defines the cases thereby provided for, is heretofore annexed) may be lodged with their Secretary without delay.
They further desire that all such claims may not only state in what manner the said cases come within the description of the said article, but also specify the facts and the nature of the evidence by which the claimants respectively undertake to substantiate the same.
Extract from the said article.
"Whereas it is alleged by divers British merchants, and others his Majesty's subjects, that debts to a considerable amount, which were bona fide contracted, before the peace, still remain owing to them by citizens or inhabitants of the United States; and that by the operation of various lawful impediments, since the peace, not only the full recovery of the said debts has been delayed, but also the value and security thereof have been in several instances impaired and lessened, so that by the ordinary course of judicial proceedings, the British creditors cannot now obtain and actually have and receive full and adequate compensation for the loss and damages which they have thereby sustained: It is agreed that in all such cases where full compensation for such losses and damages cannot for whatever reason be actually obtained, and had received by the said creditors in the ordinary course of justice, the United States will make full and complete compensation for the same to the said creditors: but it is distinctly understood, that this provision is to extend to such losses only as have been occasioned by the lawful impediments aforesaid, and is not to extend to losses occasioned by such insolvency of the debtors or other causes, as would equally have operated to produce such loss, if the said impediments had not existed; nor to such losses or damages as have been occasioned by the manifest delay, or negligence, or willful omission of the claimant."

By order of the Board,
GRIFFITH EVANS,
Secretary.
Philadelphia, Commissioners' Office,
No. 3 South Sixth Street, May 29,
1797. J 6-5 fm

THE SUBSCRIBER having been appointed by the Envoy Extraordinary and Minister Plenipotentiary of his Britannic Majesty, General Agent for assisting British creditors, and such particular agents as they may specially authorize, in prosecuting their claims before the commissioners for carrying into effect the sixth article of the Treaty of Amity, Commerce and Navigation between his Britannic Majesty and the United States of America, hereby gives notice that he has opened his office at his house the fourth east corner of Chestnut and Fifth Streets, Philadelphia, where he is ready to receive all claims or instructions for claims with the vouchers and documents thereof, for the purpose of bringing forward the same agreeably to the rules and orders which the board may think proper to prescribe.
And as it will be for the interest of all concerned, that the several claims be so stated, and supported, as to prevent the delay which would arise from the necessity of obtaining further information, or additional materials, from persons residing at a distance, the general agent thinks it his duty to add, (for the direction chiefly of those who, not having employed particular agents, may leave the prosecution of their claims to his charge and management) that all such claims ought to be particularized in the following manner:
1st. "The proper description and situation of the creditor or claimant, and original debtor, respectively.
2d. The date and nature of the original contract or debt.
3d. When, in what manner, and to what extent, the creditor or claimant was prevented or impeded, by the provision, operation or defect of law, the decisions and practice of courts, or restraint of execution, from recovering payment of the debt in question.
4th. The loss and damage incurred or sustained, in consequence of such impediments, whether the same may have arisen from the insolvency, change of situation, or death of the debtor, the loss of legal remedy from lapse of time, or other causes impairing the value and security of the debt, which would not have been operated if such impediments had not existed.
5th. The particular grounds and reasons on which the claimant maintains, in the terms of the treaty, that "by the ordinary course of judicial proceedings, the creditor cannot now obtain and actually have and receive full and adequate compensation" for the losses and damages he sustained.
The general agent thinks it his duty further to suggest that the several claims ought to be accompanied and supported by the affidavits of the claimants duly sworn and regularly attested, both as to the existence of the debts claimed, and such other circumstances as may be within their own knowledge respectively. And wherever the claimants in stating the nature of their evidence (which must in every instance be the best of which the case is capable) have occasion to refer to the testimony of witnesses, it will be proper to apprise the general agent of the names and places of residence of such witnesses and the facts to be established by their testimony.

Wm. Moore Smith.
Philadelphia, June 8th, 1797. dm
A Cow Stolen
FROM the owner at the corner of Ninth and Arch Streets. She is a deep red brindle with some white, about ten years old and very gentle. The person who secretes her had best turn her out, as, if legal evidence can be obtained, he may expect a rigorous prosecution. TWO DOLLARS reward will be given to any person who will deliver the Cow, or give such evidence against the person keeping her, that he may be convicted of the fact. Apply at
No. 218, Arch Street.
June 9. taw3w.
Imported in the ship Pigou,
And for sale by John Morton, No. 116, South Front Street,
Hylon
Hylon Skin
Young Hylon
Imperial
April 20. taw3w

C O N G R E S S .
HOUSE OF REPRESENTATIVES,
May 31.
Debate on Address, reported, in answer to the President's Speech.
MR. DAYTON, (the Speaker) said that the tedious length of debate and unprofitable waste of time which the first amendment occasioned, had determined him to submit his proposition to the Committee and without troubling them with any comments to leave it to its fate. The criticism which it had provoked from the gentleman from South Carolina would have justified him in departing from that determination, even if there had been no other inducement, but as several gentlemen had desired a modification of his motion, he rose more immediately to gratify them, as he found he could do it without affecting the principle.
MR. DAYTON here particularly pointed out the alteration which he contended to make in his amendment; which being accordingly made and read by the Chairman,
MR. DAYTON said that he trusted that all parts of the house were impressed with the importance of their being united at a time and upon an occasion so critical, when the eyes of a considerable part of Europe were turned upon them, and when they had been informed that their Addresses to the President, far from passing unnoticed, had probably already influenced the conduct of some of the European powers towards the United States.
With this information before them, he hoped that gentlemen would not obstinately persist in maintaining their ground without yielding in the least to each other, and in resisting all advances towards accommodation, especially when it appeared that their difference was confined to words, or at most, to forms, and that in substance they were almost all agreed. From all parts of the committee a disposition had been avowed to place France on grounds as favorable as other countries, and not a word had been uttered to the contrary even by the member from S. Carolina until yesterday. Believing himself that the United States were thus favorably disposed towards that Republic, and very much preferred an honorable accommodation to an unprofitable warfare with them, he had thought it his duty to offer an amendment avowing such principles. He had before said and now repeated, that he was desirous of maintaining peace, so long as it could be effected without the loss of independence, or national dishonor. He trusted that he should not be charged with a want of zeal in the cause, if he did not particularly answer the arguments and follow the footsteps of those gentlemen who had taken it upon themselves to arraign France like a culprit at their Bar, and to compel the committee to fit, as it were, in judgment upon the conduct, the motives and the designs of that Republic, not in relation to the United States whose interests alone were confided to the care of their Representatives, but in respect to the nations of Europe, who had been leagued for her destruction, and with whose internal regulations and political connections that house had nothing to do. If truth had permitted, decency, Mr. D. said, should have forbidden the members to address the nations of Europe, & to say to one nation, you are enslaved; to another, you are oppressed; and to a third, you are deceived, and your monarch held in leading strings by the French Republic under the semblance of Friendship. Policy and decorum should equally have restrained gentlemen from such reflections at a time when Representatives from those very nations were received and accredited as the Ministers of Nations, sovereign and independent as ourselves, and permitted not only to reside in our Metropolis, but to fit within their walls and listen to their debates. If they were discussing the means of maintaining the balance of Europe, and were deliberating upon which scale the United States would throw themselves as *make weights*, then indeed such observations might be more pertinent and justifiable, but as the question really was, by what means the peace of this country should be honorably preserved, he could not see the propriety of such reasoning. Mr. Dayton hoped he should not be accused of want of spirit, if he did not assume the high tone of menace which some gentlemen had done, if he did not talk of war, as a mere matter of pastime, or of conquering whole provinces, as if they had only to walk over and make them their own, or of buckling on the armour of hostility, and of dying in the last ditch. He had conceived that this country might exhibit becoming firmness, without rushing into intemperance and that they might shew a proper spirit of resentment without exhibiting the rage of a madman. Fortunately for them, it was not necessary that they should crouch as suppliants at the feet of a master and hold out a *carte blanche*, to have inscribed on it the terms of their submission and peace, nor on the other hand to assume the posture of Gladiators and found the trumpet of defiance. He nevertheless felt the full force of the indignity which had been offered us in the rejection of our minister, and he owned that he could not calmly hear the French Republic addressing the United States in terms the most imperious and saying "this law you must repeal, these decisions you must rescind, these engagements you must annul before we can have further communion or intercourse with you." Such language was unwarrantable and insulting. But a desire, still if possible to conciliate, rather than to make war, and a sense of gratitude, not yet extinguished in his breast, induced him to moderate his indignation, although it did not prevent his resisting such improper attempts to interfere in the Government. The recollection of what France had been to us, in times the most critical, would incline him still to address her to say,—"You Frenchmen were our first, you have been our best Ally. You alone came forward to our assistance, at a time when that

country who called herself our mother, and whom we had been proud to acknowledge as such, not only threw us from her protection but endeavored to reduce us to unconditional submission. When every other nation fled from our alliance, and all other people avoided any intercourse, treating us rather as rebels than as men struggling for our just rights, then you, people of France, or (if gentlemen prefer it) your monarch, strong in your strength, rich in your wealth, supported by your will, nobly held out a helping hand for our protection, and acknowledged and granted our Independence. Then was signed that compact which united your fate and interests with ours. But if owing to change of circumstances, that treaty operates now to your injury, we will no longer hold you to its observance. That which you generously granted in 1778 as a pledge of friendship, we as liberally restore to you in 1797, when it is in your opinion unequal, and has become a source of disgust to you. We agree that it should be cancelled. Our laws made for the preservation of our neutrality and peace we cannot repeal, the decisions of our courts we cannot rescind, our engagements with foreign powers we cannot violate, but we freely consent to cancel that compact subsisting between us, which prevents your participating in the favors granted to Great-Britain in the treaty of 1794. This obstacle removed, the three articles of Mr. Jay's treaty, viz. that of neutral ships not protecting enemy's property, that regulating what shall be contraband, and the provision article can be extended to you."—This, Mr. Dayton said, was the language which he conceived to be most proper and dignified on the present occasion. He, however, resisted the construction which had been put upon the second article of the treaty of 1778, and had been the pretext for passing the decree of the 2d of March, and by no means admitted that France could claim those favors as a right. Altho' he could never consent to repeal the act of Congress of 1794, nor to violate in the least our engagements and treaties with other nations at the requisition of France, or any foreign power, because the independence, the honor and good faith of the U. States forbade it; yet he should rejoice to learn that our government would think proper to offer at the very commencement of the negotiation to annul the French treaty, in which their minister says they find only disadvantages. This he believed would be found to be the truest policy also in respect to all other nations whose treaties with us should, from change of circumstances, cease to be equal and reciprocal. They would otherwise be the sources of hostility rather than of friendship and good neighbourhood. The amendment which he offered to the committee of the whole had expressed a hope to that effect, that the disposition (which was not questioned) in our government to place France on grounds as favorable as other countries, joined to a mutual spirit of conciliation, would produce an accommodation compatible with our engagements, rights, honor and interests. If he had believed that such a disposition did not exist in this country, or that the expression of a hope that it would effect an accommodation, could be fairly construed into an improper interference with the executive authority, he should have been among the last to advocate a motion of such tendency, but as on the contrary it contained in it nothing dictatorial or imperative, and as the speech of the President invited them to give an opinion relatively to the contemplated negotiation, he was persuaded that it was not liable to any constitutional objection; and that it might have a conciliatory effect. After making these general remarks, Mr. Dayton said it might be proper to take some notice of the objections of the gentleman from S. Carolina (Mr. Smith) which were at conflict with each other. He said "France would be offended at the proposal;" if that were true, then agreeable to the doctrine of his colleague (Mr. Harper) it would inspire them with respect for us; but he added also that France would "laugh at the proposal;" this was indicative of contempt, and Mr. D. did not see how they could look upon it with such opposite sensations at the same time. The same gentleman went on to say that to place France on grounds as favorable as other countries, would be to put her on a worse footing than she then stood, and yet in almost the next breath he declared, that the representatives would betray the interests of their constituents if they did not demand from that republic some compensation in return for granting them such favors. There were inconsistencies which the gentleman must reconcile before he could be entitled to a more particular answer. Mr. Dayton then took notice of what had been urged against his amendment, as improperly dictating to the Executive, and as a violation of the constitution, and shewed that it was neither the one nor the other. He concluded with saying that such a sentiment might have an influence in preparing the way for the favorable reception of their negotiators, and prove the harbinger of peace between the two countries.

THURSDAY, JUNE 22
(Concluded from yesterday's Gazette.)
MR. OTIS did not think that the object of the mover of this amendment would be obtained by it, since he believed vessels would be as much exposed to danger within as without the jurisdiction of the United States. He trusted they should leave this business to the President; for whatever personal objections gentlemen might have to him (because he was not the man of their choice) he believed the people at large would be willing he should have this power. Indeed he thought whatever might display of candour in a gentleman to say they had no confidence in the first officer of Government, it had very little of discretion in it. It was to destroy one of the objects of the session, which was to show to the world that we were not a divided people.
MR. O. did not say that Congress had not

a right to designate the object of this force; but he believed it would not be convenient; for, said he, suppose either of the Barbary States were to declare war against us (and they all knew there was no certain reliance upon their observance of treaties) should not the President have a right to send those vessels into the Mediterranean? Or suppose we wanted to send an Ambassador to a foreign country, or dispatches to our Minister residing there, shall we, said he, limit his power in this respect?
He denied that the House had expressed an opinion favorable to a limitation of the employment of the frigates, by their decision upon the subject of the galleys: The equipment of the galleys was an extraordinary measure, intended for temporary exigencies, and as it was a new force placed in the hands of the Executive, it might be proper to avow its destination, and thus avoid the appearance of hostile intentions. But the frigates were an ordinary peace establishment, provided long before our controversies with the French; a law had passed the last session for completing their equipment, in which no mention was made of the mode of employing them; In making provision for manning and sending them to sea, we exercised a right in the regular course of legislation, for which we were not accountable; and if the amendment prevailed, he thought three wooden towers would be quite as useful as confidence.
It seemed to be the object of gentlemen, Mr. O. said, to hang a dead weight upon every measure, to prevent any thing effectual from being done, that an idea might go abroad that the President had called them together unnecessarily. If gentlemen could succeed in this, the people might adopt their opinion, and believe the President was unworthy of their good opinion.
He thought when all the world was in arms, and we did not know how soon we might be involved in the calamity, it behoved us to be upon our guard, and to give the President such powers as should enable him to take proper measures of defence against any attack that might be made upon us.
MR. MACON thought every thing which had been introduced about confidence, or the want of it, in the President, was extremely irrelevant and improper. For gentlemen to charge others with a want of confidence in the President, because they happened to disagree in opinion, was extraordinary conduct. His reason for proposing the present amendment, was to prevent these vessels from being sent to the Mediterranean or the West Indies. He read an extract from the law in 1794, to shew that the object of the frigates was there designated to be against the Algerines. His object was now that they should be employed on the coast, and no where else. If a provision of this kind was not agreed to, they knew, from his speech, upon what business the President would employ them. He had given his opinion to the House with candour, and he wished the House to be equally explicit.
MR. GALLATIN observed it seemed to be the opinion of the gentleman from Massachusetts, that if they defined the object upon which these vessels were to be employed, they should be chargeable with disrespect to the President. We have, or we have not a right, said Mr. G. to define the object. If we have not the right, we ought not to exercise it; but if we have the right, there could be no disrespect shewn to the President by an exercise of that right. It might be improper, but could not be disrespectful. If once such an argument as this was admitted, it would be introduced on every occasion when it would have weight. Indeed the gentleman saw that such an assertion was likely to have its weight on this question, and therefore introduced it. He wished to know whether the clause from the Senate did not define the object; and if so, whether that body could be charged with wanting respect for the President?
The object of the frigates had never been defined, for a good reason; because they were never ordered to be manned till now. The gentleman from S. Carolina had said they were not to be used for any hostile purposes whatever. He wished to know how they were then to be employed? He thought they would be somewhat expensive *packet boats* to carry dispatches abroad. He knew only of two purposes for which they could be used, viz. to be held in readiness in case of war, and in the mean time to be employed in some purpose or other, which he thought should be defined, and not left in doubt. He therefore hoped the amendment would be agreed to.
MR. DANA said, admitting that they had a right to define the object of this armament, it was no reason why they should insist upon exercising it. He agreed that they had the right. He had no objection to leaving the business to the President, except that, if the vessels were employed in conveying our commerce, he should have wished to have shared the responsibility with him. He denied that the danger which had been predicted could arise from the disputed articles in the French treaty, as the President had a right to give such instructions to the commanders on that subject, as he saw proper.
MR. W. SMITH thought the proposition vague, since it did not say the vessels should not be used in any other way. Gentlemen were begging the question, when they said, that if the business were left with the President, the consequence would be that the vessels would be employed as a convoy, since he did not believe they were equal to that object. It was his wish that the hands of the President should not be tied, and tho' it extremely imprudent at the present time to discover a want of confidence in the Executive.
MR. KITTERA had often seen that House attempt to take powers which did not belong to it. He thought this one of those cases. They had power to raise an army and navy, but the use of them lay with the President.

MR. S. SMITH said they had been called together, because the French had committed depredations on our commerce, and refused to receive our Minister. He took notice of the different acts which they had passed this session, till he came to this, which, in his opinion, if our vessels went out to sea, would lead to war, and therefore he wished to have them limited.
When our Committee were in France, said Mr. S. the French Directory will ask: For what are you arming? Your Congress has been called together for the express purpose of taking measures against us. They would add, "Disarm, or we will not treat with you." He trusted they should not put it in the Power of any branch of government to plunge us in war. It had been said by the gentleman from S. Carolina, that we were to force our way into the rebel ports in the West-Indies; if so war must be the consequence.
MR. BROOKS was surprised to hear a gentleman declare that we were brought to such a situation that we could not take up arms in our own defence, without offending a foreign nation. He was the more affected at the declaration, because it came from an American Soldier. "Mr. Barras says the gentlemen will pay to the commissioners, 'Go home and lay down your arms, and we will then treat with you.'" He hoped the gentleman would retract this humiliating sentiment.
The question was put and negatived 52 to 44. The committee then rose and had leave to sit again. Adjourned.
The bill for raising a Provisional Army had been rejected in the Senate, by a majority of three votes.
FRIDAY, June 23.
A message from the Senate informed the House, that they had passed a bill making a detachment of the militia of the United States; and also a bill preventing the registering of vessels taken by any foreign vessels, and afterwards purchased into the United States, except to the original owner, with amendments. The amendments were taken up and agreed to.
The House again went into a committee of the whole, on the bill providing for the protection of the trade of the United States, when
MR. VENABLE renewed his motion to alter the sixth section of the bill, so as to fix the wages to be allowed to the petty officers, midshipmen, seamen, ordinary seamen, and marines, instead of leaving it to the President to fix them, on the ground of its being legislative and not executive business.
This motion was opposed, from the circumstances of wages being so fluctuating as to make it impossible to say now what would be a proper rate of wages to be given when the vessels were ready to receive their men; and as the sum was fixed not to exceed fifteen thousand dollars per month, no mischief could arise from leaving the business with the executive.
The question was put and negatived, 48 to 37.
MR. PARKER moved to add two new sections to the bill: the first was "to authorize the President of the United States, if he deem it necessary, to increase the strength of the revenue cutters, so as that the number of men do not exceed _____ to each in order to defend the sea-coast, and to repel any hostile vessels, and to protect the commerce of the United States within the jurisdiction thereof, having due regard to their duty in the protection of the revenue."
The second section provided, "That the additional compensation allowed to the men employed in the revenue cutters, by an Act of May 6, 1796, should be extended to the additional men proposed to be employed."
MR. NICHOLAS wished, instead of the words "if he deem it necessary," in the first clause, to introduce those used on a former occasion, when the galleys were under consideration, viz. "if circumstances shall hereafter arise, which, in his opinion, shall render it expedient."
MR. W. SMITH saw no difference between the two phrases, except that the one proposed was not so well expressed as the original. He wished the gentleman to say in what the difference consisted.
Mr. Nicholas said, that by the words as they now stood, they referred to the President what it was their duty to determine for themselves. He wished to have an eye to any future occasion which might arise; but if the clause passed as it now appeared, the President might immediately go into the business.
MR. PARKER consented to adopt the words of Mr. Nicholas.
MR. S. SMITH and Mr. PARKER introduced two or three small amendments, which related to the number of lieutenants, sergeants, corporals, &c. to be employed, which were agreed to.
The bill having been gone through,
MR. R. WILLIAMS proposed to amend the first section of the bill, by adding, after empowering the President, should he deem it expedient, to cause the frigates to be manned and employed, "provided they shall not be employed as convoys."
MR. GILES hoped this amendment would be agreed to. He wished to define the object for which these vessels should be employed, that there might be no misunderstanding on the subject. Mr. G. insisted that the French nation had a right to enquire of our commissioners for what we were arming? And if this amendment were agreed to, it would be a sufficient answer.
MR. W. SMITH said, if this amendment were agreed to it might go farther than it was meant to go. The frigates might not be able to protect the trade of the United States at all. He did not suppose they would be employed in conveying our vessels to the West-Indies; but if this provision passed, it would not be possible for them to protect our trade from the capes of the Delaware to the capes of Virginia.
MR. S. differed in opinion from the gentleman last up that the French nation had a right to take umbrage at our arming. When

two nations were at peace, and one of them began to arm, it was customary to enquire what was the object of it; but when two nations had disputes to settle, and one of the nations had committed aggressions against the other, it was common for the injured nation to arm in her defence; and, if the French nation refused to treat with our commissioners, until they answered enquiries respecting our arming, he believed they were determined upon war.

Mr. S. SMITH said, if he understood the amendment to go to the length which the gentleman from S. Carolina represented it to go, he should certainly be opposed to it; but he believed it only went to prevent the frigates from being employed as convoys to foreign ports. Merchants, he said, who carried on a fair course of trade, would not take for convoys; they would wish to run the risk and go alone—for if they went under convoy the probability would be, that from a number of vessels sailing together, they would glut any market to which they might go; and consequently lower the price of their cargoes; but merchants who wished to go into rebel ports would wish to be convoyed, and the first convoy that went on such a business, he was confident, would produce war.

Mr. S. justified the expression he made use of yesterday, with respect to the French making enquiry into the cause of our arming. Not that they could take any notice of our fortifications, or our militia regulations; but when we are about to fit out a naval armament, it was a different thing, and the maritime powers of the world had a right to enquire the cause of our arming. Our commissioners, when they were asked, would say they knew not. The French would answer, "Enquire, if it be against us, we shall know what to do; if not, let us know." To avoid this enquiry, he wished to designate the object.

Mr. VENABLE said, from what fell from the gentleman from S. Carolina, he supposed he would be satisfied with a small amendment. That gentleman supposed that the present amendment would prevent the frigates from conveying our merchant vessels from one part of the union to another. This might be remedied, by adding, "to any foreign port or place."

Mr. R. WILLIAMS consented to make this a part of his amendment.

Mr. BROOKES wished to know whether the frigates were to be prevented from taking any vessels bound to a foreign port under convoy at all, though they might be going out at the same time with vessels bound to different parts of the union.

Mr. POTTER hoped this amendment would obtain, as he did not believe these vessels would be equal to the conveying of our commerce. He hoped, before the session closed, they should pass an act for arming our merchantmen, which, he believed, would be the best protection that could be given to our commerce.

The question was put and carried 47 to 45.

Mr. COIT moved an additional section, "to confine the duration of this act for one year, and from thence to the end of the next session of Congress, and no longer."

Mr. SITGREAVES thought that the period for which the seamen and marines were engaged, being only for one year, there needed no other humiliation.

Mr. COIT was of a different opinion. It was true the men could not be engaged for a longer period than a year, but those engagements might be renewed from time to time. For his part he did not wish to see a permanent naval establishment in this country; he would rather see the frigates at the wharves than see them go to sea. He trusted a majority of the House would one day be of his opinion, and, if such a change of sentiment should take place, he wished to put it in their power to annul the establishment.

The question on this section was put, and there appeared to be 46 votes for it, and 45 votes against; when the chairman (Mr. Dent) according to the power given him by the rules of the House, declared the question not carried.

The committee rose, and the house proceeded to consider the amendments; the first which came under consideration, was that for confining the frigates from being used as convoys.

Mr. SITGREAVES hoped this amendment would not prevail. He was at a loss to account for the change of sentiment in the House since yesterday; he thought it was then the opinion that they ought to provide the force, and when provided, leave it to the disposal of the Executive, and that if he thought proper to employ the frigates in the protection of our commerce beyond the jurisdiction line, he should be authorized to do so. He yet entertained this opinion.

It was a little extraordinary, he said, that those gentlemen who had, on a former occasion, quoted the articles of the armed neutrality, should forget one of the most important, he meant that which sanctioned the right of conveying their trade in time of peace, to protect their neutrality against the aggressions of belligerent powers, which doctrine had, by a solemn act of her government been acquiesced in by France. This being the case, and seeing that the President of the United States, in his speech at the opening of the session, had declared his opinion, that vessels ought to be provided as a convoy to our commerce, and knowing no principle in the law of nations to the contrary, he was surprised the right should be called in question. He hoped no act of that House would justify such a sentiment.

Another glaring inconsistency. Gentlemen admitted that the frigates were to be employed for the protection and defence of our commerce; but he asked how this could be effected, if they were not to be employed in the way of convoys? He did not mean for a number of ships together, but for single vessels. But it was said that citizens who carried on an honest trade,

would not ask a convoy. How did this appear? Had no attack been made upon the fair commerce of this country? If there had been none such, he would allow that there was no necessity for a convoy or naval force; but, if there had been aggressions, they must have been upon the fair trade of this country, and persons employed in this trade, were entitled to protection.

Why, he asked, were they always told of our commerce being forced into the rebel ports in the West Indies, and that war would be the consequence? Were it to be supposed that the President would wantonly go into this business? He hoped they should do what the circumstances of the country required, and not profusely lavish money which could answer no good purpose, since the injuries committed within our jurisdiction compared to those sustained upon the high seas, were not worthy of being named. If any protection was given therefore, it should be extended beyond the jurisdiction line.

But it was said three frigates were incompetent to the protection of the trade of the United States; but they might be competent to protect a part of it; and if three frigates were not effectual, it was the duty of that House to provide such as would be effectual. But if this force would not be able to meet the naval power of any European country, it would be able to keep off privateers and picaroons, and therefore be of some service.

Mr. M. DOWELL said, that if the gentleman last up had been present when the subject had before been under discussion, he would have spared his observations, as the principle of a convoy had been decided against by a large majority. Mr. M. D. went over the arguments which had been several times repeated against the employing of convoys, and concluded with hoping the motion would pass.

Mr. SITGREAVES acknowledged he was absent from the subject of the galleys was under discussion; but he had been told that principle had not been decided; but, suppose it had, his opinion was not to be influenced by a majority of that House, if he were convinced it was well founded.

Mr. GILES said, heretofore gentlemen had given up the idea of employing these vessels as a convoy, from their incompetency to that object; but now, the gentleman last up came forward, and said if they were not used for that purpose, they would be of no service at all. He allowed with the gentleman that we had a right thus to employ them, but he denied that it was expedient to do so. The President had committed himself on this head, and he thought they ought to give him an opportunity of retracting his opinion, by fixing the object to which the vessels should be employed.

Mr. SWANWICK said, he felt himself called upon to give his reasons for voting against employing these frigates as a convoy to our trade. He looked upon the force as wholly inadequate. But it was said it might be brought to operate in part. He was, however, afraid, that in attempting an object to which they were not equal, they might, in the West-India seas, endanger the loss of the vessels themselves; for, when the privateers and cruisers in those seas, learnt that we had frigates out, they would become more acrimonious than ever.

Mr. S. said, it could not be supposed that the present war in Europe would be of long duration, nor could it be expected that we should be competent, whilst it lasted, to give complete protection to our commerce; he thought, therefore, it would be much better to trust entirely to insurance, than to risk these vessels as a convoy. And if the trade was not worth carrying on, after having paid the insurance, he would give it up. He wished to avoid any measure which might lead to war; for if that were to take place, we should suffer infinitely more than we now suffered from any depredations committed on our commerce. Our trade in the West-Indies, he said, was in some degree protected by the rival interests of the contending powers in those seas. They had heard (& he owned that it was with no pleasant sensation he heard it) that our vessels had failed under British convoys in that quarter, so that the trade, in some degree, protected itself, by the interest which it holds out to the parties. If the frigates were to be employed as convoys, he did not believe the rates of insurance would at all be lowered; for he did not find that even the British, with all the force they had in the West-Indies, could effectually protect their merchant vessels against the French privateers. Besides, he should look upon the loss of one of the frigates as a very unfortunate occurrence; it would cast a damp upon the germ of our navy, and would be a discouragement to the voting of any more money for that object. This he should most sensibly regret.

The frigates might be of some use in the protection of our coasts and jurisdiction, without running any of the risks which he thought would be run in sending them out as convoys. Coming from a large commercial city, as he did, he should never be backward in his support of an effectual naval establishment; but for the present, he thought it best to keep the frigates about our coast.

Mr. W. SMITH agreed with the gentleman from Rhode Island, that the arming of our merchant vessels would be a good defence for our commerce; but he thought there would be little chance of such a measure passing; he suggested to that gentleman, therefore, whether it would not be better to cleave to this. As to the amendment, he was doubtful of its meaning. Did it mean the frigates might be employed to convoy vessels bound to a foreign port, but not within a certain distance of those ports; or did it mean that they should not go further than three miles from the sea coast. He thought it very doubtful, and calculated to embarrass the executive in his proceedings.

(To be continued.)

The Gazette.

PHILADELPHIA,
SATURDAY EVENING, June 24.
PRICES OF STOCKS.

6 per Cent.	16/10
Deferred 6 per Cent.	13/4 13/3
5 per Cent.	
4 per Cent.	
3 per Cent.	10/4
BANK SHARES.	
Bank United States, 17 per cent. advance.	
Pennsylvania, 27	
North America, 33	
INSURANCE COMPANY SHARES.	
L. C. of N. A.	50 per cent. advance.
Pennsylvania, 3	

From the Boston Chronicle of the 21st.

The French, if they are wise, (and the French Directory is at this moment the wisest and most enlightened Executive in the world) will never conclude a peace with England but on two conditions. First that free bottoms will and shall make free goods; any thing in Mr. Jay's treaty to the contrary notwithstanding. Such a determination is worthy of their high consideration, and the happy influence they have attained, on the affairs of the world. Such an article would be the making of America. No future plenipotentiary, bribed or unbribed, would then dare to violate this great NATIONAL RIGHT. For it is apparent that no ship of war, has any more authority to inspect the goods of a neutral vessel, than a pickpocket or burglar has a right to search your job, or break your house open, under the insulting pretence that you have contraband goods concealed in it. Why may not a frigate's guard, as well search the house of Mr. Wm. Smith, or Mr. Sitgreaves, or any other consequential character among our Congressional Aristocrats (if there is another consequential character to be found amongst them) as a boat's crew to search an American Danish vessel without their consent? Now the Danish government never permitted the British to search their vessels. But our high-spirited, haughty, fighting, independent government, has permitted injustice, under the *last Congress*; and we are determined to quarrel with France, because she wishes to be *free* from the effects of their folly, ignorance, timidity, or corruption.

As a second condition—France will have Canada and Louisiana. The first the British nation must grant to her; the second the Spaniards will sell to her for a valuable consideration. The French will have Canada because it was taken from them unjustly, by the misconduct of her Kings; and it is the duty of a republic to correct those errors, or faults, in the administration of affairs which their former rulers have occasioned. Secondly, more than half the present people are Frenchmen, good and true; and ought to be as free as their brethren in the commonwealth. Thirdly, Like the Romans they might provide for twenty or thirty thousand veterans in this growing settlement. Fourthly, It would open a source of lucrative commerce, for those manufactures which might then be consumed. Fifthly, It would put it out of the British power to encourage and let loose the Indians; and they have had thousands of them at their command according to Burgoyne's proclamation and Pickens's letter at the time of his treaty with them.

As to Louisiana—In the first place, the French would be a barrier to Peru and Mexico; a sort of watch over these mines. For the British will be so afraid, after their late beatings by the French, that they would never venture to South-America, if they expected to meet a Frenchman there.—In the second place.

The common advantages of Colonization, would make this country a valuable acquisition to the republic; and might afford a convenient office to Bonaparte—as governor or president.

NOTE.

The foregoing is a more explicit avowal of enmity to the peace, liberty, safety and independence of the United States, than any thing that the pen of a nefarious faction has yet produced. The reader will observe that not the smallest benefit is proposed to result to the people of the United States from the plan, except that the British will not have it in their power to let loose the Indians upon us.

A late writer in a Connecticut paper asserted that the Indians, previous to the peace of 1763, had been at war with the people on the Frontiers for one hundred years—and to ascertain the difference between French and English influence on the minds of the Indians, consult the newspapers of the late Dr. Franklin.

It needs not the spirit of prophecy to determine, that should the wishes of the faction be realized, peace will be a stranger to our frontiers so long as an Indian exists to wield the tomahawk.

By this day's Mail.

NEW-YORK, June 23.

Captain Upton, arrived at Salem from Bourdeaux, failed in company with the ship *Ambly*, of Philadelphia, which ship had on board Mr. Munroe, our late Minister in France, and family.

Yesterday arrived here in 7 days from Halifax, His Britannic Majesty's Packet *Prince Ernest*, Captain Schuyler. By this arrival we have London News to the 6th of May—no later than by the *Orion*—though we select several important articles which did not find their way into our Cork papers.—They follow under the date of

HALIFAX, June 8.

Last Evening arrived here His Majesty's Packet, *Prince Ernest*, in 28 days from Falmouth. We have received papers by her to the 6th of May, and have extracted from them the very interesting intelligence of the Peace concluded between the Emperor and the French Republic. Mr. Hammond had arrived at Vienna, and the strongest expectations were entertained that a general Peace would immediately take place. The embargo still continued in the ports of France. The most perfect order was restored in the fleet at Spithead—the first division of which under Sir Alan Gardner had dropped down, the other divisions were preparing to follow, and the whole fleet was immediately to proceed to sea. The men, grateful to government for the indulgence shown them, go to sea with increased enthusiasm to meet the enemies of their Country.

The following are the most interesting Articles which are continued in the London papers.

LONDON, May 6.

Mr. Basset, one of the King's Messengers, arrived at Lord Grenville's Office yesterday with dispatches from Sir Morton Eden, his Majesty's Ambassador at the Court of Vienna, dated the 22d ult. They contain an ample confirmation of the important intelligence announced to the public in our last paper. The preliminaries of peace between his Imperial Majesty and the French

Republic, were signed on the 18th instant, between his Royal Highness the Archduke Charles and Gen. Buonaparte.

We believe we may state, with some degree of confidence, that the basis on which the Preliminary articles of peace was agreed to, was—that the Emperor consented to cede to the French Republic the Low countries, the country of Nice, Savoy, and Avignon. The other complicated parts of the general arrangement for the peace of Germany, and we hope, of Europe, are to be settled at a Congress to be held at Basle, to which his Britannic Majesty has the option of sending an ambassador, if he pleases. Mr. Hammond will, therefore, arrive at Vienna very opportunely to repair thither, as he is charged with full powers to treat for this country. Mr. Hammond was met at Dresden on the 25th ult. on his journey to Vienna.

We cannot but regard the nature of those Preliminaries as favorable to Great-Britain, under all the circumstances of the case.—The French by admitting of a Congress have abandoned that silly and vain stipulation of treating for peace only at Paris, to which all the powers of Europe who wished to sue for it, were to send their plenipotentiaries.—As a cessation of arms on the Continent, has also been agreed on, in order to give time to settle the various points which must come under discussion, we may hope that the appointment of a Congress may lead to a favorable result. From the particulars which are already known, we discover the cheering prospect of a general peace.

But whatever may be the ultimate effect of the peace between Austria and France, one material advantage is certain to be derived by this country from that event—the drain of cash from England to Vienna will henceforward cease, and the vote of Parliament will only be to cover the advances hitherto made to his Imperial Majesty. Such is the purport of a declaration made in the House of Commons last night, by the chancellor of the Exchequer.

In regard to the Ecclesiastical Electorates and every thing which relates to the new arrangements of the territories on the Rhine, which heretofore made a part of the Germanic Empire, those the House of Austria, could not of itself surrender: and upon these points it is agreed that there shall be held a Congress.

The dispatches brought by Mr. Basset, in addition to the intelligence above stated, mention the disastrous condition of the Imperial armies, prior to the preliminaries of Peace being signed, as related in the official letters contained in the last French papers.

On the receipt of the news from the continent yesterday, consols rose to 51, but they afterwards gradually fell to 48.

The Dublin mail of the 21st inst. came to hand yesterday. Its contents are of considerable importance. It appears that government are in possession of such documents belonging to the United Irishmen at Belfast, as place beyond all doubt the intentions of the malcontents "to overthrow the Constitution and betray the country into the hands of the enemy." His Excellency the Lord Lieutenant has sent a message to the House of Commons upon this important subject.

BOSTON, June 20.

FROM ENGLAND.

On Sunday, Capt. HENSHAW, arrived here from London, in 46 days. The papers brought were no later than before received: the oral information of the Captain and Gentlemen passengers, is, that peace was certainly & finally been settled between the Emperor and the French, which they deduce from the opinions of the best informed persons of different political sentiments; and it was also, believed that Great-Britain, though not included in the *Austrian Treaty*, would be at peace with France in a very short time. 20f. Bank Notes, de. signed as a circulating medium, passed at 19f. Petitions continued to pour in upon his Majesty for the removal of his Ministers, and for the termination of the war.

A gentleman from St. Andrews, N. C. acquaints us with the arrival there of the ship *Ambly*, capt. Luck, from Torbay, which she left May 17; the *Positive News* of a signing a Treaty of Peace, between the French and Austrians, was circulated when she sailed.

BALTIMORE, June 20.

Messrs. Yundt & Brown,

GENTLEMEN,

Deeming it essential to the mercantile interests of America, for them to know how matters are managed in France at present, you will please inform them, through the channel of your useful gazette, that on the 16th of March, the cargo of the ship *Hope*, of this port, consisting of tobacco, sugar, and some few flavas for dunnage, all bona fide American property, and bound to Falmouth and a market, was condemned as a good prize to the captors. The particular reasons for the same (though very trifling) we would willingly furnish you with; for the government of merchants generally, but the copy of the condemnation was forwarded to the government of the United States last evening; on its return you shall be furnished with a copy of the same.

Yours, &c.

Monday, June 19.

GAZETTE MARINE LIST.

NEW-YORK, June 23.

ARRIVED. DAYS.

British Packet, *Prince Ernest*, Schuyler, Falmouth 42.
Ship *Ofwego*, Clark, South Seas, 18 months.
Brig *John*, Storey, St. John's, Newfoundland 22.
Sloop *Mary Ann*, Quinton, St. John's (N. B.) 10.

CLEARED.

Brig *Lucy*, Loyeels, St. Domingo
Mary, Choate, Havre-de-Grace
Ship *Jenny*, Dean, from this port, bound for Canton, is taken by a French privateer and sent for St. Domingo.

Ship General Lincoln is safe arrived at London.

From the log-book of the Ship *Orizaba*, June 8, spoke the brig *Refugia*, of New York, Capt. Tylee, lat. 26. 30. long. 66. 00, bound to Aux Cayes, 20th, on the 7th spoke a schooner from Dominica bound to Williamstown, N. C. that on the 4th spoke a French privateer, that had the ship *Jenny*, of New-York, that was bound to Dengal, in tow, and bound to the West Indies.

45,000 pieces of Nankeens

250 boxes brown Havana Sugars
Imperial Hyson Tea
17 tubs Quick Silver
Sail Canvas, No. 1 & 8
A large assortment of Nails, sharp and flat points
Queens Ware, well assorted in crates and bladders
London Particular and Madeira Wines
India Market
Teneriffe Wine in bladders and pipes
Bottled London Porter in tierces
Fine Yellow Paint, dry in casks
Writing Slates in boxes and bundles
A box of Ink Stands and Note Presses
Manchester Goods in chests
3 trunks black Sewing Silk
6 tons of Sheet Lead
Best Liverpool Coal, and
A quantity of Wine Bottles
For Sale by

Philip Nicklin, & Co.

June 24.

atwif

Jay's Instructions.

On MONDAY next will be published, By SNOWDEN & MCCORMICK,

No. 47, North Fourth Street.

And to be had of the principal BOOKSELLERS;

No. V.

Of the History of the United States for 1796, &c.

This and the preceding number present the public with a copy of JAY'S INSTRUCTIONS, a performance anxiously concealed by the Executive from the House of Representatives, and the contents of which have excited the most ardent curiosity.

This number likewise contains some singular and authentic papers relative to Mr. Alexander Hamilton, late Secretary of the Treasury. No greater proof can be given of the value which he has attached to their suppression, than the following anecdote.

"During the late canvass for the election of a President, Webster, in his *Minerva*, gave a hint, that Mr. Hamilton would be an advisable candidate. A person in this city, who chanced to see this newspaper, wrote immediately to a correspondent in New-York. The latter desired him to put himself in Mr. Hamilton's way, and inform him, that if Webster should, in future, print a single paragraph on that head, the papers referred to were, instantly, to be laid before the world. 'The message was delivered to Mr. Hamilton, and the *Minerva* became silent!'"

June 24.

lawzw

Samuel & Miers Fisher,

No. 27, Dock-street,
Have just received per *Abigail*, Babcock, from BELFAST,

IRISH Cambricks, in boxes of 40 pieces and 80 patches, each sorted up to 9s sterling per yard.

They have also received 7-8 & 4-4 Irish Linens well assorted

Dowels and Sheetings, which will be sold for ready money, or short credit, on moderate terms; together with a general assortment of Spring Goods as usual.—Also,

Hunter's Pipes in boxes
An assortment of Queens' Ware in crates
An assortment of Glass Ware in casks and crates

T. Crowley, Millington, Steel
Cargo & London particular Teneriffe Wines
Lisbon Wine of excellent quality
Superior Sherry Wines
Patent Sheathing paper.

A few small bales fine Cloths neatly assorted, and two bales assorted Flannels, to be sold per package.

June 9.

gtaw 6w

Musical Instrument Manufactory,

No. 167, Arch Street.

HARPER, harpichord, grand, portable grand, fid-board, pier table and square piano forte make from London, returns thanks to his friends and the public, for their liberal encouragement, and hopes that by his assiduity and attention to every branch of his business, to merit a continuance of their favors. Piano fortes made on the newest and most approved plans, with pedals, patent, swell, and French harp stop, which he flattens himself will be found on trial by unprejudiced judges, to be equal if not superior to any imported; and twenty per cent cheaper. Any instrument purchased of him, if not approved of in twelve months, he will exchange.

N. B. All kinds of Musical instruments made, tuned, and repaired with the greatest accuracy, dispatch, and on the most reasonable terms, for ready money only.

Second hand Piano Fortes taken in exchange. May 26. u&am.

Pennsylvania Population Company.

NOTICE is hereby given to the Shareholders, that a further allotment of fifteen dollars is levied on each share, payable in the following instalments—viz.

One quarter immediately.
One quarter on the 1st of June.
One quarter on the 1st of September.
One quarter on the 1st Dec. next.

Which they are requested to pay to the Treasurer of the Company at the Company's Office, No. 53 north Fourth street, agreeably to the times above mentioned; and they are further informed that on their neglecting to pay the same as above directed, the several forfeitures directed by the Constitution, will be exacted.
By order of the Board,
SOL. MARACHE,
Treasurer.

May 15

\$1m

Young Hyson Tea.

40 chests of a superior quality—Also, 200 do. of Hyson,
Imported in the *Hyndrop Sims*, and for sale by the subscribers, corner of Second and Pine street.

C. Haight.

June 21.

cotf

Proposals

For carrying **MAILS** of the United States on the following **Post Roads**, will be received at the General Post-Office, in Philadelphia, until the 31st day of July next, inclusive.

MAINE.

1. From Brewer's or Seaside by Machias, Chandler's river and Columbia, to Narragansett once a week.

Leave Brewer's every Saturday at 2 P. M., and arrive at Narragansett the next Tuesday by 6 P. M.—Returning, leave Narragansett every Wednesday at 6 A. M., and arrive at Brewer's the next Saturday by 10 A. M.

2. From Narragansett by Gouldborough, Sullivan, Trenton, Bluehill, Cushing, Penobscot, Buckton, Frankfort, Prospect and Belfast to Duck-Trap once a week.

Leave Narragansett every Wednesday by 6 A. M., and arrive at Duck Trap the next Saturday by 10 A. M.—Returning, leave Duck Trap every Saturday by 2 P. M., and arrive at Narragansett the next Tuesday by 6 P. M.

3. From Duck Trap by Camden, Thomaston, Warren, Wadsworth, Newcastle, Wilkesville, Bath, Brunswick, Freeport and North Yarmouth to Portland once a week.

Leave Duck Trap every Saturday by 2 P. M., and arrive at Portland the next Tuesday by 6 P. M.—Returning, leave Portland every Wednesday by 6 A. M., and arrive at Duck Trap the next Saturday by 10 A. M.

4. From Portland by Biddeford, Wells and York, to Fort Smith.

April 15 to October 15. Leave Portland every Monday, Wednesday and Friday by 6 A. M., and arrive at Fort Smith the same days by 6 P. M.—Returning, leave Fort Smith every Monday, Wednesday and Friday at 9 P. M., and arrive at Portland the next day by 6 P. M.

October 15 to April 15. Leave Portland every Monday and Thursday at 6 A. M., and arrive at Fort Smith on Tuesday and Friday by 10 A. M.—Returning, leave Fort Smith every Tuesday and Friday at 1 P. M., and arrive at Portland every Wednesday and Saturday at 5 P. M.

5. From Portland by North-Yarmouth, Freeport, Brunswick, Bath, Wilkesville, Dresden, Pittston and Hallowell Hook to Hallowell court-house, once a week.

Leave Portland every Friday at 8 A. M., and arrive at Hallowell court-house the next Saturday by 7 P. M.—Returning, leave Hallowell court-house every Wednesday by 5 A. M., and arrive at Portland on Thursday by 6 P. M.

6. From Wilkesville by Dresden, Pittston, Hallowell Hook, Hallowell court-house, Winthrop, Monmouth, Green, New-Gloucester and Gray to Portland once a week.

Leave Portland every Monday by 6 A. M., and arrive at Wilkesville on Wednesday noon.—Returning, leave Wilkesville on Wednesday at 3 P. M., and arrive at Portland on Friday by 6 P. M.

7. From Hallowell Hook by Vassalborough, Fort Halifax, Winslow, Fairfield and Canaan to Norridgewock once a week.

Leave Hallowell Hook every Wednesday at 11 A. M., and arrive at Norridgewock on Thursday by 6 P. M.—Returning, leave Norridgewock on Monday at 2 P. M., and arrive at Hallowell Hook on Tuesday by 6 P. M.

8. From Hallowell Hook to Farmington on Sandy river once in two weeks.

Leave Hallowell Hook every other Wednesday by 8 A. M., and arrive at Farmington by 6 P. M.—Returning, leave Farmington every other Thursday at 8 A. M., and arrive at Hallowell Hook by 6 P. M.

9. From Portland by Falmouth, Gorham, Burton, Standish, Limerick, Parkfield, Shapleigh and Lebanon to Berwick, once in two weeks.

Leave Portland every other Monday at 8 A. M., and arrive at Berwick on Wednesday by noon.—Returning, leave Berwick every other Wednesday at 2 P. M., and arrive at Portland on Friday by 6 P. M.

10. From Standish by Falmouth, Fryburg academy, Conway and Tamworth to Sandwich in New Hampshire once in two weeks.

Leave Standish every other Tuesday by 8 A. M., and arrive at Sandwich on Wednesday by 6 P. M.—Returning, leave Sandwich every other Thursday at 8 A. M., and arrive at Standish on Friday by 6 P. M.

11. From Wells by Waterboro', Sanford, Doughty's Falls, Berwick and Dover, to Portland once a week.

Leave Wells every Tuesday by 6 A. M., and arrive at Portland on Wednesday by 10 A. M.—Returning, leave Portland every Wednesday by 2 P. M., and arrive at Wells next Thursday by 6 P. M.

NEW-HAMPSHIRE.

12. From Portsmouth by Dover, Rochester and Moultonborough to Plymouth, returning by New-Hampshire, Meredith, Gilmanstown, Nottingham and Durham to Portsmouth once in two weeks.

Leave Portsmouth every other Wednesday by 8 A. M., and arrive at Plymouth the next Friday by 6 P. M.—Returning, receive the mail at Plymouth every other Saturday by 8 A. M., and return to Portsmouth the next Tuesday by 4 P. M.

Note. "The post is to go and return on this route alternately."

13. From Portsmouth by Exeter, Chester, Londonderry, Amherst, Peterborough and Marlborough to Keene, once a week.

Leave Portsmouth every Thursday by 8 A. M., arrive at Exeter by 1 P. M., at Chester by 6 P. M., and at Keene on Saturday by 4 P. M.—Returning, leave Keene every Monday by 8 A. M., arrive at Chester on Tuesday by 4 P. M., at Exeter on Wednesday by 9 A. M., and at Portsmouth by 4 P. M.

14. From Concord by Plymouth to Haverhill, once a week.

Leave Concord every Monday by 6 A. M., arrive at Plymouth on Tuesday by 3 P. M., and at Haverhill on Wednesday by 4 P. M.—Returning, leave Haverhill every Thursday by 8 A. M., arrive at Plymouth on Friday by 9 A. M., and at Concord on Saturday by 4 P. M.

15. From Exeter to Hampton Falls, three times a week from April 15 to October 15, and twice a week from October 15 to April 15.

Leave Hampton Falls in one hour after the arrival of the mail from Exeter, and deliver it at Exeter in two hours, remain at Exeter two hours and return to Hampton Falls in six hours from the time of leaving it.

MASSACHUSETTS.

16. From Newburyport, Haverhill, Kingston, Exeter, New Market and Durham to Dover once a week.

Leave Newburyport every Monday by 10 A. M., arrive at Dover on Wednesday by noon.—Returning, leave Dover on Wednesday by 3 P. M., and arrive at Newburyport on Friday by 3 P. M.

17. From Salem to Gloucester once a week.

Leave Gloucester every Wednesday by 7 A. M., and arrive at Salem by 11 A. M.—Returning, leave Salem every Wednesday by 1 P. M., and arrive at Gloucester by 6 P. M.

Note. Should this mail be carried in a stage it is to be carried as often as the stage runs, the hours desired to be stated in the proposals.

18. From Salem to Marblehead three times a week.

Leave Salem every Monday, Wednesday, and Friday immediately after the arrival of the mail from Boston, and deliver it at Marblehead in one hour and a half, leave Marblehead in one hour and a half and return to Salem in two hours.

19. From Boston by Andover, Haverhill and

Chester to Concord in New Hampshire once a week.

Leave Concord every Monday by 6 A. M., arrive at Chester by 2 P. M., and arrive at Boston on Tuesday by 4 P. M.—Returning, leave Boston every Friday by 9 A. M., arrive at Chester on Saturday by 1 A. M., and arrive at Concord on Saturday by 6 P. M.

20. From Boston by Concord, Lancaster, Leominster and Athol to Marlborough, Keene and Walpole in New Hampshire.

Leave Boston every Wednesday and Saturday by 6 A. M., and arrive at Leominster by 7 P. M.—Returning, leave Leominster every Thursday by 6 A. M., arrive at Keene by 9 P. M., and at Walpole on Friday by 10 A. M.—Returning, leave Walpole every Saturday by 5 A. M., arrive at Keene by 9 A. M., and at Leominster in the evening.—Leave Leominster every Monday and Thursday by 6 A. M., and arrive at Boston by 6 P. M.

21. From Boston by Quincy, Hingham, Haverford, Plymouth, Sandwich, Barnstable, Yarmouth, Dennis, Harwich and Chatham to Truro once a week.

Leave Boston every Thursday by 3 P. M., arrive at Sandwich on Friday by 6 P. M., and at Truro the next Sunday by 8 A. M.—Returning, leave Truro every Monday by 8 A. M., arrive at Sandwich on Tuesday by 7 P. M., and at Boston on Thursday by 10 A. M.

22. From Sandwich by Falmouth and Holmes Hole to Edgartown once a week.

Leave Sandwich every Saturday by 1 P. M., and arrive at Edgartown on Monday by 11 A. M.—Returning, leave Edgartown on Monday by 2 P. M., and arrive at Sandwich on Tuesday by noon.

23. From Boston by Sharon, Mansfield, Norton and Taunton to Newport once a week.

Leave Boston every Monday by 6 A. M., and arrive at Newport by 6 P. M., on Tuesday.—Returning, leave Newport every Wednesday by 8 A. M., and arrive at Boston on Thursday by 6 P. M.

24. From Boston by Charlestown, Medford, Woburn, Billerica, Chelmsford and Tyngborough to Amherst once a week.

Leave Boston every Thursday by 10 A. M., and arrive at Amherst the next Saturday noon.—Returning, leave Amherst every Monday noon, and arrive at Boston on Wednesday by 3 P. M.

25. From Boston by Randolph, Bridgewater, Raynham and Taunton to New Bedford.

From May 1 to November 1. Leave Boston every Monday, Wednesday and Friday at 10 P. M., arrive at Taunton the next day by 11 A. M., and at New Bedford by 8 P. M.—Returning, leave New Bedford every Sunday, Tuesday and Thursday by 10 P. M., arrive at Taunton the next day by 11 A. M., and at Boston by 8 P. M.

From November 1 to May 1. Leave Boston every Wednesday and Friday at 9 A. M., arrive at Taunton by 8 P. M., and at New Bedford on Thursday and Saturday by 8 P. M.—Returning, leave New Bedford every Monday and Wednesday by 9 A. M., arrive at Taunton by 8 P. M., and at Boston on Tuesday and Thursday by 7 P. M.

26. From New Bedford to Nantucket, twice a week from November 1 to May 1. Leave New Bedford every Friday and Monday by 6 A. M., arrive at Nantucket in the evening.—Leave Nantucket every Saturday and Tuesday by 10 A. M., and arrive at New Bedford in the evening.

From May 1 to November 1. Leave New Bedford every Monday, Wednesday and Friday by 10 A. M., and arrive at Nantucket in the evening.—Returning, leave Nantucket every Tuesday, Thursday and Saturday at 8 A. M., and arrive at New Bedford on Friday, Monday and Wednesday by 1 P. M.

27. From Taunton by Dighton and Somerset to Warren once a week.

Leave Taunton every Wednesday by 5 A. M., and arrive at Warren by 10 A. M.—Leave Warren by 1 P. M., and arrive at Taunton by 6 P. M.

28. From Boston by Dedham, Providence, Plainfield, Norwich, New London, Saybrook, Killingworth, Guilford and New Haven to New York three times a week.

From May 1 to November 1. Leave Boston every Tuesday, Thursday and Saturday by 10 A. M., arrive at Providence by 6 P. M., and at New York on Wednesday, Friday and Sunday by noon, at New London by 3 P. M., arrive at New Haven on Thursday, Saturday and Sunday by noon, at Stamford by 9 P. M., and at New York on Friday, Saturday and Sunday by noon.—Returning, leave New York every Tuesday, Thursday and Saturday by 10 A. M., arrive at New Haven on Wednesday, Friday and Sunday by 2 P. M., at Norwich on Thursday, Saturday and Sunday by noon, at Providence by 8 P. M., and at Boston on Friday, Monday and Wednesday by 1 P. M.

November 1 to May 1. Leave Boston every Tuesday, Thursday and Saturday by 9 A. M., arrive at Providence the next day by 9 A. M., at New London every Thursday, Saturday and Sunday by noon, at New Haven on Friday, Monday and Wednesday by 3 P. M., at Stratford by 8 P. M., and arrive at New York on Monday, Wednesday and Friday by 11 A. M.—Returning, leave New York every Saturday, Tuesday and Thursday by 11 A. M., arrive at Stratford the next day by 8 P. M., at New Haven on Tuesday, Thursday and Saturday by 9 A. M., at New London on Wednesday, Friday and Monday by 3 P. M., at Providence, Thursday, Saturday and Sunday by 4 P. M., at Boston on Friday, Monday and Wednesday by 1 P. M.

29. From Boston by Dedham, Mendon, Romfret and Tolland to Hartford once a week.

Leave Boston every Thursday by 8 A. M., arrive at Hartford the next Saturday by 6 P. M.—Returning, leave Hartford every Monday by 8 A. M., and arrive at Boston on Wednesday by 5 P. M.

30. From New Bedford to Newport once a week.

Leave New Bedford every Thursday by 6 A. M., and arrive at Newport by 4 P. M.—Leave Newport every Friday by 8 A. M., and arrive at New Bedford by 5 P. M.

31. From Worcester by Rutland, Peterham and Northfield to Brattleborough once a week.

Leave Worcester every Tuesday by 1 P. M., and arrive at Brattleborough on Wednesday by 6 P. M.—Returning, leave Brattleborough every Thursday by 6 A. M., and arrive at Worcester on Friday noon.

32. From Brookfield by Belchertown, Northampton, Worthington, Rittsfield and New Lebanon to Albany.

Leave Brookfield every Tuesday and Friday by 9 A. M., arrive at Northampton by 6 P. M.—Leave Northampton every Wednesday and Saturday at 5 A. M., arrive at Rittsfield by 1 P. M., and at Albany on Thursday and Monday by 7 P. M.—Returning, leave Albany every Wednesday and Saturday at 5 A. M., arrive at Rittsfield by 5 P. M., at Northampton on Thursday and Monday by 7 P. M., and arrive at Brookfield on Friday and Tuesday by 4 P. M.

33. From Springfield by Westfield and Stockbridge to Kinderhook once a week.

May 1 to November 1. Leave Springfield every Tuesday by 3 P. M., arrive at Kinderhook on Thursday by 6 P. M.—Returning, leave Kinderhook every Friday by 9 A. M., arrive at Stockbridge by 3 P. M.—Leave Stockbridge on Monday by 6 A. M., and arrive at Springfield by 7 P. M.

November 1 to May 1. Leave Springfield every Wednesday by 4 P. M., and arrive at Kinderhook on Thursday by 2 P. M.—Returning, leave Kinderhook on Thursday by 4 P. M., arrive at Stockbridge on Friday noon.—Leave Stockbridge every Tuesday at 6 A. M., and arrive at Springfield by 7 P. M.

34. From Suffield by West Springfield, Northampton, Greenfield, Brattleborough, Westfield, Walpole, Charlestown and Windsor to Hanover twice a week.

Leave Suffield every Tuesday and Friday at 1 A. M., arrive at Northampton by 1 P. M., at Westfield on Wednesday and Saturday by 2 P. M., at Windsor on Monday and Thursday by 3 P. M., and at Hanover by 7 P. M.—Returning, leave Hanover every Tuesday and Friday by 6 A. M., arrive at Windsor by 1 P. M., at Walpole on Wednesday and Saturday by 2 P. M., and at

Northampton on Thursday and Monday by noon, and at Suffield by 7 P. M.

35. From Hanover by Orford and Haverhill, to Newbury once a week.

Leave Hanover every Wednesday by 6 A. M., arrive at Haverhill by 4 P. M., and at Newbury by 5 P. M.—Returning, leave Newbury every Thursday by 6 A. M., arrive at Haverhill by 8 A. M., and at Hanover by 6 P. M.

VIRGINIA.

36. From Windsor, by Royalton, Randolph, Wilkesville and Montpelier to Burlington once in two weeks.

Leave Windsor every other Thursday by 6 A. M., and arrive at Burlington the next Saturday by 6 P. M.—Returning, leave Burlington every other Monday by 6 A. M., and arrive at Windsor on Wednesday by 6 P. M.

37. From Windsor to Rutland once a week.

Leave Rutland every Monday by 7 A. M., and arrive at Windsor on Tuesday by 6 P. M.—Returning, leave Windsor every Wednesday by 6 A. M., and arrive at Rutland on Thursday by 6 P. M.

38. From Burlington by Vergennes and Middlebury to Rutland once a week.

Leave Burlington every Tuesday by 8 A. M., and arrive at Rutland on Wednesday by 6 P. M.—Returning, leave Rutland every Monday by 8 A. M., and arrive at Burlington on Wednesday noon.

39. From Rutland by Manchester, Bennington, Lansingburg and Troy to Albany.

Leave Rutland every Monday at 8 A. M., and arrive at Albany the next Wednesday by 6 P. M.—Returning, leave Albany every Thursday by 8 A. M., and arrive at Bennington by 7 P. M.—Leave Bennington on Friday by 8 A. M., and arrive at Rutland on Saturday by 7 P. M.

RHODE-ISLAND.

40. From Providence by Bristol and Warren to Newport.

Leave Providence every Monday, Wednesday and Friday by 7 A. M., and arrive at Newport the same days by 5 P. M.—Returning, leave Newport every Tuesday, Thursday and Saturday by 8 A. M., and arrive at Providence by 4 P. M.

41. From Providence by East Greenwich, Newport, South Kingstown, Westerly and Stonington Point to New London once a week.

Leave Providence every Tuesday by 8 A. M., and arrive at Newport by 6 P. M.—Leave Newport every Wednesday by 6 A. M., and arrive at New London on Thursday by noon.—Returning, leave New London on Thursday by 3 P. M., and arrive at Newport on Friday by 6 P. M.—Leave Newport on Monday by 7 A. M., and arrive at Providence by 5 P. M.

CONNECTICUT.

42. From Hartford by Windham to Norwich once a week.

Leave Hartford every Tuesday by 6 A. M., and arrive at Norwich by 7 P. M.—Returning, leave Norwich every Monday by 6 A. M., and arrive at Hartford by 7 P. M.

43. From Hartford by Middletown, Modus Landing and Colchester to New-London, once a week.

Leave Hartford every Tuesday at 1 P. M., and arrive at New-London on Wednesday by 11 A. M.—Returning, leave New-London every Thursday by 11 A. M., and arrive at Hartford on Friday by 7 P. M.

44. From Hartford by New-Hartford, Canaan, Sheffield and Hillsdale to Hudson once a week.

Leave Hartford every Monday at 2 P. M., and arrive at Hudson on Wednesday by 11 A. M.—Returning, leave Hudson every Wednesday at 2 P. M., and arrive at Hartford on Friday by 11 A. M.

45. From Hartford by Litchfield, New Milford, Newtown, Danbury and Ridgefield to New York once a week.

Leave Hartford every Monday by 10 A. M., arrive at Litchfield by 7 P. M., at New Milford on Tuesday by 11 A. M., and at New York on Thursday by 8 A. M.—Returning, leave New York every Thursday by 4 P. M., arrive at New Milford on Saturday noon, at Litchfield by 7 P. M., and at Hartford on Monday by 8 A. M.

46. From New-Haven by Derby, Southbury, Wolcott, Bethlem, Litchfield and Goshen, to Canaan, once a week.

Leave Canaan every Monday noon, arrive at Litchfield by 7 P. M., and at New Haven on Wednesday by 10 A. M.—Leave New Haven every Wednesday by 2 P. M., arrive at Litchfield on Thursday noon, and at Canaan by 7 P. M.

47. From New York by White Plains, Bedford, Fredericktown, Dover, Sharon, Sheffield, Great Barrington, Stockbridge, Pittsfield and Williamstown to Bennington.

Leave New York every Monday, Wednesday and Friday at 4 A. M., the next Wednesday, Friday and Monday at 6 P. M.—Returning, leave Bennington every Thursday, Saturday and Sunday by 5 A. M., and arrive at New York the next Saturday, Tuesday and Thursday by 6 P. M.

If the stages run but once a week on this route the mail is to leave New York every Monday at 5 A. M., arrive at Bennington on Wednesday by 6 P. M.—Leave Bennington on Thursday by 5 A. M., and arrive at New York on Saturday by 6 P. M.

48. From New York by Yonkers, Peekskill, Fishkill, Poughkeepsie, Rhinebeck, Redhook, Clermont, Hudson, Claverack and Kinderhook to Albany three times a week.

Leave New York every Monday, Wednesday and Friday by 2 P. M., arrive at Tarrytown by 8 P. M.—Leave Tarrytown every Tuesday, Thursday and Saturday at 5 A. M., arrive at Poughkeepsie by 7 P. M.—Leave Poughkeepsie every Wednesday, Friday and Sunday by 5 A. M., arrive at Kinderhook by 7 P. M.—Leave Kinderhook every Thursday, Saturday and Monday, at 5 A. M., and arrive at Albany by 8 A. M.—Returning, leave Albany Thursday, Saturday and Monday by 3 P. M., arrive at Kinderhook by 7 P. M.—Leave Kinderhook every Friday, Sunday and Tuesday, at 5 A. M., arrive at Poughkeepsie by 7 P. M.—Leave Poughkeepsie Saturday, Monday and Wednesday, at 5 A. M., arrive at Tarrytown by 7 P. M.—Leave Tarrytown every Sunday, Tuesday and Thursday, at 5 A. M., arrive at New York at 11 A. M.

49. From Albany by Troy and Lansingburgh, to Salem, once a week.

Leave Albany every Tuesday at 8 A. M., arrive at Lansingburgh by 10 A. M., and at Salem by 4 P. M.—Returning, leave Salem every Monday, by 8 A. M., and arrive at Albany by 5 P. M.

50. From Albany by Granville, Fairhaven, Vergennes, Sater-Harbour, Wilkesville, Peru and Plattsburgh, to Champlain-town, once in two weeks.

Leave Salem every other Wednesday by 5 A. M., and arrive at Plattsburgh the next Sunday by 5 P. M.—Returning, leave Plattsburgh every other Monday at 8 A. M., and arrive at Salem the next Friday by 4 P. M.

51. From Lansingburgh by Waterford, Stillwater, Fort Edward, Whitehall landing and Fairhaven, to Rutland, in Vermont.

Leave Lansingburgh every Thursday by noon, and arrive at Rutland the next Saturday by 6 P. M.—Returning, leave Rutland every Monday by noon, and arrive at Lansingburgh on Thursday by 10 A. M.

52. From Albany by Schenectady, Trips Hill, Consohary, German Flatts, Old Fort Schuyler and Whitestown to Rome. The times desired to be stated in the proposals.

53. From Schenectady by Balltown Springs and Glenbridge to Sandy Hill once a week.

Leave Schenectady every Tuesday by 6 A. M., and arrive at Sandy Hill by 4 P. M.—Leave Sandy Hill on Wednesday by 6 A. M., and arrive at Schenectady by 4 P. M.

54. From Tripplhill to Johnson once a week.

Leave Tripplhill in one hour after the mail arrives from Albany on Tuesday, arrive at Johnson in two hours, stay at Johnson two hours, and return to Tripplhill in two hours.

55. From Consohary by Cherry Valley to Cooperstown twice a week.

Leave Consohary every Wednesday and Saturday at 6 A. M., and arrive at Cooperstown by 8 P. M.—Leave Cooperstown every Tuesday and Friday by 10 A. M., and arrive at Consohary by 6 P. M.

56. From Cooperstown by Butternuts and Oxford to Union once in two weeks.

Leave Union every other Monday by 10 A. M., and arrive at Cooperstown on Wednesday by 5 P. M.—Returning, leave Cooperstown every other Thursday by 6 A. M., and arrive at Oxford on Saturday by 3 P. M.

57. From Old Fort Schuyler to Cincinnati to Oxford Academy once in two weeks.

Leave Old Fort Schuyler every other Thursday by 6 A. M., and arrive at Oxford on Friday noon.—Returning, leave Oxford every other Friday by 2 P. M., and arrive at Old Fort Schuyler on Saturday by 7 P. M.

58. From Rome by Oneida, Onondagua, Scipio and Geneva to Kanandaigua once a week.

Leave Rome every other Thursday by 10 A. M., and arrive at Kanandaigua the next Monday by 6 A. M.—Leave Kanandaigua every Monday by 10 A. M., and arrive at Rome the next Thursday by 8 A. M.

59. From Rome by Oneida, Onondagua, Scipio and Geneva to Kanandaigua once a week.

Leave Rome every Thursday by 10 A. M., and arrive at Kanandaigua the next Monday by 6 A. M.—Leave Kanandaigua every Monday by 10 A. M., and arrive at Rome the next Thursday by 8 A. M.

60. From Kanandaigua by Hartford to Niagara once in two weeks.

Leave Kanandaigua every other Monday by 10 A. M., and arrive at Niagara the next Wednesday by 7 P. M.—Returning, leave Niagara every other Friday by 6 A. M., and arrive at Kanandaigua the next Monday by 6 A. M.

61. From Rhinebeck by Kingston, Shawangunk, Wardbridge, Golten, Hamburg, Newtown, Johnsonburg and Hope, to Ealton, once a week.

Leave Ealton every Thursday by 3 P. M., and arrive at Rhinebeck the next Sunday by 5 P. M.—Returning, leave Rhinebeck every Monday by 8 A. M., and arrive at Ealton on Thursday by 10 A. M.

62. From New York by Hackensack, Paramus, New Antrim and Chertsey to Gothen once a week.

Leave New York every Friday at 7 A. M., and arrive at Gothen on Saturday by 6 P. M.—Returning, leave Gothen every Tuesday at 6 A. M., and arrive at New York on Wednesday by 6 P. M.

63. From Fiskill by Newburg and New Windsor to Gothen once a week.

Leave Fiskill every Wednesday by 7 A. M., and arrive at Gothen by 5 P. M.—Leave Gothen every Tuesday at 7 A. M., and arrive at Fiskill by 5 P. M.

64. From New York by Jamaica, Huntington, Smithtown, Brookhaven, Suffolk, Southampton & Sagharbour to Sagharbour once a week.

Leave New York every Thursday at 10 A. M., and arrive at Sagharbour the next Saturday by 6 P. M.—Leave Sagharbour every Monday at 8 A. M., and arrive at New York on Wednesday by 5 P. M.

NEW-JERSEY.

65. From Woodbridge to Amboy three times a week.

Leave Woodbridge every Monday, Wednesday and Friday at 8 A. M., and arrive at Amboy by 9 A. M.—Leave Amboy at noon and arrive at Woodbridge by 1 P. M.

66. From Trenton by Allentown, Monmouth court-house, Shrewsbury, Middletown Point, Spottwood, New Brunswick, Somerset, New Germanon, Pittston and Flemington to Trenton once a week.

Leave Trenton every Tuesday by 10 A. M., and return to Trenton the next Tuesday by 6 A. M.

67. From Philadelphia by Taunton and Atton to Tuckerton once in two weeks.

Leave Philadelphia every other Wednesday by 3 P. M., arrive at Tuckerton on Thursday by 6 P. M., and leave Tuckerton every other Tuesday by 6 A. M., and arrive at Philadelphia on Wednesday by 9 A. M.

68. From Philadelphia by Woodbury, Swedeborough, Woodtown and Salem to Bridgetown once a week.

Leave Philadelphia every Wednesday afternoon by 3 o'clock, and arrive at Bridgetown on Friday by 2 P. M.—Leave Bridgetown on Saturday at 8 A. M., and arrive at Philadelphia on Wednesday at 9 A. M.

69. From Philadelphia by Jenkintown, Plumstead and Pipers by Bethlehem to Ealton once a week.

Leave Philadelphia every Wednesday by 10 A. M., and arrive at Ealton on Thursday by 3 P. M.—Returning, leave Ealton every Monday at 9 A. M., and arrive at Philadelphia on Tuesday by 3 P. M.

70. From Plamstead by Pipers and Alexandria to Titon once a week.

Leave Plamstead every Thursday by 5 A. M., arrive at Titon by 11 A. M.—Leave Titon by 1 P. M., and arrive at Plamstead by 7 P. M.

71. From Ealton to Wilkesbarre once a week.

Leave Ealton every Thursday by 3 P. M., and arrive at Wilkesbarre on Saturday noon.—Returning, leave Wilkesbarre every Tuesday noon, and arrive at Ealton every Thursday by noon.

72. From Philadelphia by Norristown, Trap, Proffers, Reading, Lebanon and Harrisburg to Carlisle once a week.

October 15 to April 15. Leave Philadelphia every Tuesday and Thursday at sunset, arrive at Reading every Friday and Saturday at 4 P. M.—Leave Reading every Friday at 8 A. M., arrive at Carlisle every Sunday by 11 A. M.—Returning, leave Carlisle every Sunday by 2 P. M., arrive at Reading on Tuesday by 4 P. M., leave Reading every Wednesday and Monday by 8 A. M., and arrive at